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No. 11,677

七七七六一·第一·日四十二月五日·十二·

ESTABLISHED 1857.

HONGKONG, TUESDAY, JULY 16TH, 1893.

二·

六月七日

PRIOR \$2 PER MONTH

NEW ADVERTISEMENTS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOT, AND T. T. NAM F. O.

THE Company's Steamship.

"THALAS."

Captain Bather, will be despatched for the above Ports to-MORROW, the 17th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLASS L. BRAIL & CO., General Agents.

Hongkong, 15th July, 1893. 11467

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA PORTS OF CALL H. E. Company's Steamship.

"NINGCHOW."

W. Warral, Captain, will be despatched as above on or about the 18th August.

For Freight, apply to HOLLIDAY, WISE & CO.

Agents.

Hongkong, 16th July, 1893. 11472

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESEX, LONDON, AND STRAITS.

H. R. Steamship.

"GLENAVON"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TUESDAY.

Cargo remaining undelivered after the 22nd instant will be subject to rot.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 29th inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO.

Agents.

Hongkong, 16th July, 1893. 11468

EXTENSION DINING TABLE, VEN-

NA AND CANE SEAT CHAIRS, DINNER

WAGGONS, DINNERS, and DE-SEBT

SERVICES. A Fine Lot of ELECTRO-

PLATE, GLASS, ETC., CUTLERY,

BOTTLES, PANTRY REQUISITES,

AND IRON COOKING STOVES.

One CONVERTIBLE BED-STEAD, with

MARBLE-TOP BUREAU, &c., and Bevelled

Glass MARBLE-TOP WASHSTANDS and

DESSING TABLES, and GLASS-

TOILET SETS, SINGLE, DOUBLE,

WARDROBES, with BOTTLE-OIL, Dose,

PLAIN WARDROBES, and Sunder BED-

ROOM FURNITURE, CANVAS FOLD-

ING CHAIRS for Picnics, BATHROOM

REQUISITES, &c.

ALSO.

Several New and Secondhand RICKSHAS.

Ac. &c. &c. &c.

Catalogues will be issued prior to Sale.

On View from Friday, 19th July.

TERMS OF SALE. As Customary.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 16th July, 1893. 11474

FOR SHANGHAI.

THE Steamship.

"NANYANG."

Captain F. Schulz will be despatched for the

above port T.O.D.Y., the 16th inst., at 5 P.M.

For Freight or Passage, apply to

CARL. WILTZ & CO.

Agents.

Hongkong, 16th July, 1893. 11464

FOR SHANGHAI DIRECT.

THE Steamer.

"LINFO."

Captain Klopfer, will be despatched for the

above port T.O.D.Y., the 16th instant, at 5 P.M.

For Freight or Passage, apply to

CARL. WILTZ & CO.

Agents.

Hongkong, 16th July, 1893. 11465

FOR CHINAH, KOBÉ, AND

YOKOHAMA.

THE Steamship.

"MOGUL."

Captain Nelson, R.N.R., will be despatched on

THURSDAY, the 18th instant.

For Freight or Passage, apply to

CARL. WILTZ & CO.

Agents.

Hongkong, 16th July, 1893. 11466

"MOGUL" LINE OF TEAMERS.

FOR SHANGHAI, KOBE, AND

YOKOHAMA.

THE Steamship.

"TEJEN."

Captain Ishimura, will be despatched for the

above ports on MONDAY, the 22nd instant, at 5 P.M.

For Freight or Passage, apply to

CARL. WILTZ & CO.

Agents.

Hongkong, 15th July, 1893. 11467

FOR CHEFOO AND TIEN-SIN.

THE Steamer.

"TAIWAN."

Captain Nelson, R.N.R., will be despatched on

THURSDAY, the 18th instant.

For Freight or Passage, apply to

CARL. WILTZ & CO.

Agents.

Hongkong, 15th July, 1893. 11468

FOR CHINAH, KOBÉ, AND

YOKOHAMA.

THE Steamship.

"CHITTAGONG."

will be despatched home for PORTLAND,

OREGON, via KOBE, and YOKOHAMA,

on the 18th August.

The general List of Goods for United States

Port, should be sent forward by the Steamer

to the care of the GLEN RAIL FREIGHT AGENT,

Oregon Railway and Navigation Co., Portland,

Oregon.

For further information as to Passage and

Freight, apply to

SHEWAN & CO.

Agents.

Hongkong, 16th July, 1893. 11469

PROPOSED SAILINGS FROM HONGKONG, 1893.

(Subject to Alteration.)

CHITTAGONG. | Thursday ... | 15th Aug.

ASIAHON. | Saturday ... | 17th Sept.

ATLANTIC. | Tuesday ... | 15th Oct.

TAIWAN PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

CHINA AND JAPAN.

THE Steamship.

"CHITTAGONG."

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Agents.

Hongkong, 16th July, 1893. 11470

OBEGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

THE Steamship.

"CHITTAGONG."

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Agents.

Hongkong, 16th July, 1893. 11471

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(Subject to Alteration.)

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ASIAHON. | Saturday ... | 17th Sept.

ATLANTIC. | Tuesday ... | 15th Oct.

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CHINA AND JAPAN.

THE Steamship.

"CHITTAGONG."

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OREGON, via KOBE, and YOKOHAMA,

on the 1

INTIMATION.

A. S. WATSON & CO., LIMITED

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED

WATERS.

Our AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purist Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be absolutely Pure.

For COA & PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterful Order Books supplied on application.

Our Registered Telegraphic Address is

"DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SALTZER WATER.

LITHIA WATER.

SARASAPILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 20th May, 1895.

NOTICE TO CORRESPONDENTS

One communication per week in this news column should be addressed to "The Editor." Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No letters or signed communications that have appeared in other papers will be inserted.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication after the first 1,000 copies have been supplied for Cash.Telegraphic Address, *Press*,P. O. Box 20, *Hongkong*.MADRAS, *On the 4th inst.* at *Sankalchand J. N. Bremen*, the firm of *Bremen, Bogaert & Co.* to *Karsen*, daughter of the late Captain *Bremen*. [473]

Honkong, July 16th, 1895.

The French are taking active steps to establish order on the border between China and Annam. The treaty recently concluded, which provides for the demarcation of the frontier and for railways and telegraph lines being carried across it, also provides, according to the *Courrier d'Haiphong*, that a supplementary agreement shall be entered into making provision for the repression of piracy and the destruction of the bands which come and go from one side of the border to the other. The basis of the arrangement, it is said, will be that the representatives of each country will be entitled to call upon the authorities of the other to exert means for the pursuit of any band which may be threatening to cross the border, and, further, an absolute and reciprocal right for either of them to pursue across the border any band which may be in flight. The draft of the arrangement is now under the consideration of the Indo-China Government and will shortly be transmitted to the French Minister at Peking, and it is hoped the agreement itself will be in force as soon as the cool weather enables active operations against the pirates to be undertaken. In the meantime, however, strong pressure is being brought to bear upon the Chinese Government to secure the liberation of the *Liadouen* family. It will be remembered that the *Liadouen* family, consisting of the father, mother, and one child, were abducted from Port Wallat, the port of shipment for the coal from the Kebao mines, M. Lauter being the manager at Port Wallat. The unfortunate family has since remained in captivity and it is said the child has died as a consequence of the hardships of life, with the pirates, but from the latest Tonkin papers we observe that doubt is thrown on this report. The abduction was a most daring one and was most skilfully executed. Naturally it threw the foreign population of Tonkin into a state of great excitement and the Government appears to have arrived at the conclusion that it is high time something was done to put an effectual stop to such outrages. In previous cases the captives have been ransomed, sometimes for very considerable sums, which was equivalent to offering a premium to the pirates to repeat the transaction. The friends of the captives would naturally wish to secure their release by the readiest means offering, and the feeling is entitled to respect and the efforts of the captives to sympathy, but from a public point of view the payment of ransoms may well be held to be a mistake. At all events, that is the view taken by M. Rousseau, the present Governor-General, who, as soon as the *Liadouen* family was reported to him exclaimed "No ransom," and has adhered to his determination. He is adopting quite other means, which we hope will be successful. Strong representations

have been made to the Peking Government by the French Minister. The captives had been carried across the frontier into China, and their deliverance was demanded. The Peking Government, however, seems not to have sufficient authority to make itself obeyed in these outlying regions of the Empire, where the local officials are almost independent. Accordingly it has been determined by the French to take action on the spot.

M. CAMILLE GAUTHIER, the French Consul at Pekko, has been called to Tonkin, and having received his instructions from the Governor-General, has been sent to Moncay, the frontier post in the neighbourhood of which most of the trouble occurs, with an ultimatum to the Chinese officials on the other side of the border. Accordingly, on the 7th inst., M. GAUTHIER, Colonel CHAMONIX, the military commandant, and the civil and military mandarins recently appointed by the Chinese Government, met at Moncay to concert measures for the speedy delivery of the *Liadouen* family.

But while the conference was going on the pirates took advantage of the opportunity to change their quarters. Colonel CHAMONIX had been keeping a watch on the frontier at Pao-si, to prevent the bands crossing, but hardly had he withdrawn his detachment to go to Moncay when the pirates slipped across into Tonkin territory, where it appears they are now. The *Courrier d'Haiphong* argues that this makes no difference to the responsibility of the Chinese Government, which, during the two months that the pirates were on Chinese soil, showed that they either would not or could not do anything. The French Government, our contemporary therefore argues, is entitled to demand more decisive measures, and, if these fail, to insist on guarantees for the safety of the captives and to assure to them an indemnity commensurate with the length and the hardship of their captivity. It might be suggested that if the French cannot themselves capture the pirates when they are on French territory it is somewhat unreasonable to hold the Chinese Government responsible. The pirates, however, have their headquarters on the Chinese side of the border; it is there that the bands are recruited; it is there that they supply themselves with arms and supplies, and it is there that they retire when they are pursued by the French troops. In the fastnesses of the mountainous regions of Tonkin it is not easy to lay hands on them, but, they could, there is every reason to believe, to be readily dealt with when they enter Chinese territory. Whether the Chinese officials are in league with them it is unnecessary to inquire, for it appears plain that, whether from corrupt motives or simple indolence, they have neglected their duty. The French Government appears now determined to make them perform it, and to bring the existing state of disorder to an end.

The representations of France with reference to the Szechuan outrages, backed up as they have been with a show of force, appear to have been made with considerable success, and the representations as to the state of affairs prevailing on the frontier between the Kwang provinces and Tonkin will probably be equally effective. Were our government not the pointing of the frontier between France would have the right to cross the border and break up the pirates' headquarters if the Chinese failed to do so, and should the occasion demand it she will probably not wait for the signing of the agreement. Threats, however, will probably prove sufficient to stir up the Chinese officials to action when they see that the threats are not merely idle ones.

The French fleet which was assembled at Chefoo, the scene of the Customs rebellion, and it would seem that Russia's objects have now been accomplished. Admiral Trefiloff with the greatest part of his fleet has been sent to the *Liadouen* family, will join as soon as he has been relieved at Yokohama by the *Empress Nikolai I.*, which is to remain in Japan at the orders of Admiral Makarov, who is lying in port at *Myanbando*. Admiral Alexeiev remains at Chefoo with the *Vladimir Monomach* as flagship, the *Zavitschi, Kreiser, Olizary, and Bobr*. This squadron goes probably to Vladivostok about the end of August. The *Korsets* is at Chefoo.

We regret to learn that Mr. George Caldwell was not without serious accident in his return to Hongkong. He was fising some blinds in the verandah on the upper floor of his house, No. 2, Stewart Terrace, and to reach the place had applied three bamboo ladders together. While he was engaged on the work the ladder gave way and Mr. Caldwell fell to the ground. He was immediately taken to a hospital and laid on a mattress and doctor was sent for. On Saturday Dr. Hartigan and Jordan, about an hour and half later, they found the scapula was broken and that a concussion of the spine had been sustained. The patient was made as comfortable as circumstances would permit, but has since been in a good deal of pain.

At the Magistrate yesterday, Hon. H. E. Wodehouse was engaged in hearing a bad case of kidnaping. A widow named Chan Mai, of Pan U, was charged with unlawful procuring. Tang Cheung-ko, a girl under the age of 16 years, for the purpose of prostitution, Mr. Phillips lived with her father, who is an engineer at Hon. H. E. Wodehouse. She had come from her home to Canton, and six months ago was sent to Hongkong. She lived in Sun Hing Lane, and since her arrival here she has been compelled to become a prostitute against her will. She was badly treated by the defendant, who had beaten her because she had shown opposition to lead an immoral life, and had not been allowed to go out of the house. It was not until Saturday last that she was released. Her father, however, was looking for her since her disappearance, and last Thursday he was told she was in Hongkong. He came over here and in his wanderings saw the girl on a verandah of a house in Sun Hing Lane. She recognized him, and a policeman was taken to her. She was set at liberty. For the defendant, the magistrate was inexperienced. The magistrate considered the case proved and sent the prisoner to gaol for twelve months with hard labour.

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THE PROHIBITION OF IMMIGRATION AT SINGAPORE.

The P. M. steamer *Peru*, with mail, &c., from San Francisco to the 24th inst., via Yokohama, has arrived at Nagasaki and left for Fukuoka on the 14th inst.

According to a correspondent of the *N. C. Daily News*, the *Italians* in South Formosa seem much aggrieved by the non-pliance on the part of the British with the petition for annexation.

Mr. Eustis's award in the *Rheingold* case, says the *Kobu Chronicle*, will be a serious blow to the unfortunate captain and owners of the vessel, and their deliverance was demanded. The Peking Government, however, seems not to have sufficient authority to make itself obeyed in these outlying regions of the Empire, where the local officials are almost independent. Accordingly it has been determined by the French to take action on the spot.

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NOTICES TO CONSIGNEES

STEAMSHIP "CALEDONIAN,"
COMPAGNIE DES MESSAGEURIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London, or
S.S. Memphis and New York, Hongs
Nerds, from Godowns at Kowloon Wharf, and
Godown Company, Limited, are hereby informed
that their Goods, with the exception of Opium,
Treasure, and Valuables, are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, where delivery
and the obtained insurance, and any
Opium, will be forwarded on sales
justification is received from the Consignees before
NOON, TODAY, the 16th inst., requesting it
to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining undelivered after TUESDAY
the 16th inst. at NOON, will be subject to rent
and insurance.

All Claims will be sent in to me on or before
TUESDAY the 16th inst., or they will not be
recognized.

All Damaged Packages will be examined on
TUESDAY, the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

C. TOURAINE,
Acting Agent.

Hongkong, 16th July, 1895. 1443

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, MANCHESTER,
LIVERPOOL, PENANG,
AND SINGAPORE.

THE Company's Steamship.

"GOUPACK"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Kowloon, where delivery
and insurance is obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must
be sent in to the Office of the Undersigned
before NOON on the 16th inst., or they will not
be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
insured at the Undersigned's risk.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 16th
inst. will be subject to rent.

Optional cargo will be forwarded unless
notice to the contrary be given before 3 P.M.
TO DAY.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 16th July, 1895. 1440

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,
SUZ, JEDDAH, STAKIM,
MASSAWAH, HOD'DDA, ADEN,
BOMBAY, COLOMBO, PENANG, AND
SINGAPORE.

THE Steamship.

"VINDOBONA"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence delivery
and insurance is obtained.

This Vessel brings on Cargo:—
From Calcutta, ex s.s. Aglaia, transhipped at
M. Trieste, ex s.s. Poseidon, transhipped at
Barony.

From Colombo, ex s.s. Elektra, transhipped at
Trieste.

From Venice, ex s.s. Carlotta, transhipped at
Trieste.

Optional cargo will go on to Shanghai unless
notice to the contrary be given before NOON,
TO DAY.

No claims will be admitted after the goods
have left the Godowns, and all claims must
be sent in to the Undersigned before NOON on
the 16th inst., or they will not be recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 16th
inst. will be subject to rent.

Bills of Lading will be countersigned by
SANDER & Co.,
Agents.

Hongkong, 16th July, 1895. 1441

FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamship.

"GERDA"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, and to take
immediate delivery of their goods from
alongside.

Optional cargo will be forwarded unless notice
to the contrary be given before 11 A.M. TO DAY.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
insured at the Undersigned's risk.

No claims will be admitted after the Goods
have left the Godowns, and all claims must
be sent in to the Undersigned before NOON on
the 16th inst., or they will not be recognized.

No Fire Insurance has been effected.

SIEMENS & Co.,
Agents.

Hongkong, 16th July, 1895. 1442

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KAISER RHEIN,"
FROM BOMBAY, COLOMBO, AND
STEAMERS.

Consignees of Cargo by the above-named Vessel
are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the goods
are landed.

This vessel brings on Cargo:—
From London, ex s.s. Peninsular and
Himalaya.

From Australia, ex s.s. Balaclava.

From Calcutta, ex s.s. Coromandel.

From Madras, ex s.s. Secunderab.

Optional cargo will be had here unless
instructions are given to the contrary before
4 P.M. TO DAY.

Goods not cleared by the 16th inst. will be
subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All Damaged Packages must be left in the
Godowns of the Undersigned, when a representative
of this Office will attend to examine them at 10 A.M. on the
16th and at 10 A.M. on the 20th inst., after
which no Claims will be recognized.

ALF. WOOLLEY,
Acting Superintendent.

Hongkong, 16th July, 1895. 1443

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Company's Steamship

"CHELYDRA"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods will be delivered from alongside.

Carrying up the discharge or remaining
on board after 4 P.M. on the 16th inst. will be
loaded at Consignee's risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JACOBINE, MATHESON & Co.,
General Managers.

Hongkong, 16th July, 1895. 1443

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR KOBE DIRECT.

THE Steamship

"AIRLINE"

Captain Ellis, will be despatched as above TO
DAY, the 16th inst.

For Freight or Passages, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th July, 1895. 1443

FOR TAIWAN AND SINGAPORE.

THE Steamship

"PROSPERITY"

Captain Warrack, will be despatched as above TO
DAY, the 16th inst.

For Freight or Passages, apply to

BUTKING, LIVINGSTON & Co.,
Agents.

Hongkong, 16th July, 1895. 1443

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Company's Steamship

"CHELYDRA"

Captain Cass, will be despatched as above on
TUESDAY, the 16th inst., at 3 P.M.

For Freight or Passages, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th July, 1895. 1443

FOR SINGAPORE.

THE Steamship

"DARIUS"

Captain Carr, will be despatched as above for the
above port, on TUESDAY, the 16th inst., at 3 P.M.

For Freight or Passages, apply to

DODWELL, CARILLI & Co.,
Agents.

Hongkong, 16th July, 1895. 1443

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Company's Steamship

"CHELYDRA"

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JARDINE, MATHESON & Co.,
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Hongkong, 16th July, 1895. 1443

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